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# FIRST FARE FROM VIRGIN ROCKS.

SCH. INDEPENDENCE, II. BRINGS GOOD FARE FROM FAR EASTERN GROUNDS.

Sch. Independence, II., Capt. John McInnis, came home from the Virgin Rocks yesterday afternoon, the first of the little fleet whose hardy skip-pers yearly go to this far eastern fish-ing spot, where the water is shoal and the waves break high and good ground tackle is a positive necessity. As usual, Capt. McInnis brings a good trip, hauling this time for 260,000 pounds of salt cod, 150,000 pounds of which were taken at the Rocks.

Sch. Lucinda I. Lowell, one of the salt trawl bankers, was another af-ternoon arrival. She had 100,000 pounds of salt cod. The only over night arrival from off-shore with fish, was sch. Rhodora, a halibuter, with 17,000 pounds of halibut, 10,000 pounds of salt fish and 30,000 pounds of fresh fish.

Yesterday afternoon also the little mackerel netter Marguerite came in with a big catch 3000 large fresh mackerel, which Capt. Barrett and his crew had secured despite the bad weather.

The gill netter Margaret D., the only one of that fleet out yesterday, brought in 7000 pounds of fresh fish, and the little shore fishing sch. Actor had 5000 pounds of fresh market fish.

The torchers drove over across Ips-wich bay last night and got a good night's fishing, bringing back 150 bar-rels of fresh herring.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Marguerite, shore, netting, 3000 large fresh mackerel.
- Sch. Independence, II., Virgin Rocks, 260,000 lbs. salt cod.
- Sch. Lucinda I. Lowell, salt trawl banking, 100,000 lbs. salt cod.
- Sch. Actor, shore, 5000 lbs. fresh fish.
- Sch. Rhodora, Cape Shore, 17,000 lbs. halibut, 10,000 lbs. salt fish, 30,000 lbs. fresh fish.
- Steamer Margaret D., gill netting, 7000 lbs. fresh fish.
- Sch. Good Luck, shore.
- Sch. Mary T. Fallon, shore.
- Sch. Manomet, via Boston.

## Vessels Sailed.

- Sch. William H. Rider, pollocking.
- Sch. Mary T. Fallon, pollocking.
- Sch. Ralph Russell, pollocking.
- Sch. Good Luck, pollocking.
- Sch. Valentina, pollocking.
- Sch. Elva L. Spurling, Boston.
- Sch. Eglantine, Boston.
- Sch. Senator, Newfoundland herring trip.
- Br. sch. Hispaniola, Newfoundland port.
- Br. sch. The Gay Gordon, Newfound-land port.

## TODAY'S FISH MARKET.

### Salt Fish.

- Salt mackerel, \$30 per bbl. for large and \$19.75 for small.
- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for snappers.
- Handline Georges codfish, large \$5.75, medium \$5, snappers \$3.
- Salt "drift" codfish, large \$5.25, me- dium \$4.75.
- Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for me- diums.
- Eastern halibut, codfish, large \$5.50, medium, \$4.75.
- Haddock \$1.75.
- Pollock \$1.75.
- Cusk, large \$2.50, medium \$2; snap- pers \$1.50.
- Hake, \$1.75.
- Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
- All codfish with napes picked bring 25c over the above price.
- Salt whiting \$2 per bbl.
- Fetched halibut 9c per lb.
- Halibut fins, \$18 per bbl.

### Fresh Fish.

- Haddock, \$1.15 per cwt.
- Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.
- Peak and Western Bank fresh cod- fish \$2.60 per cwt. for large and \$2.10 for mediums.
- Cusk, large, \$1.80, medium, \$1.20.
- Snapper cusk 60c.
- Hake, \$1.45.
- Dressed pollock 90c, round 80c.
- Bank halibut, 14c per lb. for white and 11c for gray.
- Fresh mackerel, large 24 1/2c and 25c each.

## Bait Prices.

- Frozen bluebacks, \$2.50 per cwt.
- Frozen herring, \$2.50 per cwt.
- Fresh herring, \$2.50 per bbl.
- Salt shore herring, \$1 per bbl.
- Frozen squid, \$2.50 per bbl.

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## WILL STUDY SOUTHERN FISHING.

Auxiliary Sch. Pilgrim Will Be Com- manded by Capt. Spurling.

Capt. Benjamin H. Spurling of Boothbay Harbor, one of the leading mackerel killers in the palmy days of the industry, has been made com- mander of the large steel auxiliary schooner Pilgrim, just launched from the yards of the Adams Shipbuilding Co. at East Boothbay.

The Pilgrim was originally built by the Pussey & Jones Co. of Wilming- ton, Del., in 1893, for an American cup defender and has been completely re- built by her present owner and today represents practically a new vessel, the only part of the original craft re- tained being the old lines.

The Pilgrim is one of the finest ves- sels turned out from Boothbay yards, being of steel construction re- inforced with cement. The cement is laid commencing at stem from six inches thick at keel to 14 inches amid- ships and eight inches at stern, and graduates upward into wings between steel frames, strong backs and angle irons, tapering to 2 1-2 inches in thickness at water line, thus forming a solid rigid structure of steel and ce- ment. Her dimensions are: length over all, 128 feet; beam extreme, 26 feet, with a draft of 6 feet, 6 inches.

She has large cargo capacity under deck, has no topmasts and all sails are inboard, and she is equipped with two four cylinder, 35 horse power Globe engines, which in addition to furnishing motive power in calm weather drive a dynamo of 50 light capacity.

She is lighted throughout by elec- tricity and carries a searchlight and has electric hoisting gear. Her ap- pointments are equal to any private yacht of her size, she having accom- modations for 20 men.

She will be used in research and experimental work on the southern coasts in gathering data for the de- velopment of the southern fisheries, and for this special work she is well adapted on account of her shoal draft, and is thoroughly equipped for the prosecution of this work.

This research is preliminary to the upbuilding of the deep sea and coast- al fisheries of the South upon modern methods of conservation by the erec- tion of fish freezing and cold storage, canning, packing, oil and fertilizer plants.

The Pilgrim is owned by John A. Royal, who has a summer residence at Boothbay and has large financial in- terests in the South. She is now tak- ing on stores at Boothbay and will leave this week for southern waters.

## Pacific Lobster Planting Unsatisfac- tory.

The first attempt to acclimatize the North Atlantic lobster on the Pacific Coast was made in 1874, when 590 specimens of both sexes—many of the females bearing eggs—were success- fully transported across the contin- ent and planted at various points from Monterey Bay to Puget Sound. Since then other efforts in the same direction have been made, whole car- loads of brood lobsters being con- signed to the waters of Puget Sound in 1906 and 1907. Up to date, the ex- periments have not developed any very definite and satisfactory results; but the Fisheries Bureau is confident that the object in view—namely, the development of a lobster fishery on a commercial scale along the Pacific shore of the United States—will be at- tained sooner or later, perhaps with the help of artificial propagation.

## Herring Season at Cape Porpoise Nearly Over.

Judging from the reports received here from Cape Porpoise, the catch of herring there must have been very near finished. All the vessels were out after the fish Monday night, but not a barrelful was taken. The sea was not very rough, but still there was a little chop on which may have prevented the herring from showing near the surface. It is thought here that very few more herring may be caught in that vicinity. The season is growing late and it is more than probable that the fish have gone to the westward and will be found around the Isles of Shoals.

## Newfoundland Banking Fleet Will Be Increased.

The St. John's, N. F., Chronicle says:

"Owing to the success of the fishery the past few years and the high prices ruling this fall, it is probable that the banking fleet will be much increased next season. Several South Coast dealers are now seeking to purchase American vessels, as the owners of some of these think the Gloucester concerns will not operate on the Banks as largely henceforth, but will purchase fish green on the Newfound- land and Labrador coasts and there- fore bankers operating from our har- bors should do specially well, having this Yankee market, as well as the existing ones.

"There will also, it is believed be a much larger prosecution of the Labra- dor fishery next season than this year, as the high prices paid for Labrador fish will stimulate large numbers of our people to go into the business again. When Labrador fish brings \$4.20 a quintal there is big money in it for our people, and what with the opportunities for employment other- wise there promises to be a big boom in the labor market next spring."

## Trawler Spray Being Overhauled.

The steam trawler Spray is hauled out on the marine railway at the At- lantic Works' yard, East Boston, re- pairing damage sustained when she struck on the ledges off Bug Light several weeks ago. Examination of the vessel has disclosed that her bot- tom keel is bent or broken in four different places, and a number of riv- ets have loosened. While the steam- er is out of commission her machinery and boilers are being overhauled. She will leave for the fishing grounds the latter part of the week.

## Herring Fishery at Boston.

There was an unusual supply of fresh herring at T wharf, Boston, this morning, it being estimated that fully 400 barrels were brought in by the torchers and netters and trap men.

## For Newfoundland Trip.

Sch. Sylvania is fitting for a New- foundland herring trip under com- mand of Capt. Lemuel Firth. Sch. Ti- tania is also fitting for a Newfound- land herring trip.

## Fresh Halibut Sale.

The fare of fresh halibut of sch. Rhodora sold to the New England Fish Company at 12 cents per pound for white and 9 1/2 cents for gray.

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# WILL BE AGAIN AT BAY OF ISLANDS.

A. B. ALEXANDER WILL REPRE- SENT STATE DEPARTMENT DURING HERRING SEASON.

A. B. Alexander of the bureau of fisheries, and now in the service of the state department, left here Tues- day evening for Bay of Islands, N. F., where he will remain during the winter, with headquarters at Birchy Cove, observing the conduct of the winter herring fishery and all matters pertaining to the fleet engaged there- in.

It is an open secret that things have not been going smoothly thus far this season and Mr. Alexander, with his six consecutive seasons of service in the same line and in the same place, is fitted and qualified to continue this delicate line of work and try to pour oil on the troubled waters.

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## Porto Rico Market.

The Porto Rico market is firm, Mo- rales & Co., Ponce, under date of No- vember 7 report recent arrival of 225 tierces of cod, of which they handled 100 at \$35 1-2 and \$36. They say the situation of the market is firm, stocks of all grades at hand being short and demand good. They quote pollock and haddock \$24 1-2 and \$25.

Successors DeL. Villamel & Co., San Juan, report prices ruling firm and arrivals not in proportion with consumption. They quote cod, \$35; haddock and pollock \$24 and hake \$15, per cask.

## Sch. Gossip Sought Shelter.

Sch. Gossip, on her way to Bay of Islands, N. F., put in at North Sydney, C. B., yesterday for shelter, a heavy southeast gale prevailing out- side.

## Will Buy Herring.

Two prominent Lubec, Me., business men were here yesterday, arranging for a large purchase of herring.

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# SCH. ASPINET HAS LARGEST FARE.

ONLY SIX OF THE FRESH FISH FLEET AT T WHARF THIS MORNING.

The down east knockabout sch. As- pinet, Capt. "Jake" Brigham, has the largest fare of the fleet at T wharf to- day. The craft is from the eastward and her haul is 62,000 pounds. Capt. Brigham has been fishing to the east- ward all the fall season and has been bringing big trips right along.

The arrivals at the fish pier this morning are but few, six being the number which covered all in when the bell rang.

Sch. Lizzie M. Stanley, Thomas S. Gorton and Robert and Arthur, and Maud F. Silva, from short trips to South Channel, have from 20,000 to 23,000 pounds each.

Prices hold good, even though it is Friday. Haddock sold at \$3.50 and \$4.25, large cod at \$4 and \$4.50. Large hake were strong, selling at \$3 and \$3.60, with \$1.50 offered for small. Pollock brought \$2.50 and \$3.

## Boston Arrivals.

- The fares and prices in detail are:
- Sch. Lizzie M. Stanley, 9000 haddock, 3700 cod, 10,000 hake.
- Sch. Robert and Arthur, 18,000 had- dock, 2000 cod, 13,000 hake.
- Sch. Thomas S. Gorton, 19,000 had- dock, 1200 cod, 3000 hake.
- Sch. Aspinet, 35,000 haddock, 16,000 cod, 3000 hake, 5000 cusk, 3000 pollock, 200 halibut.
- Sch. Maud F. Silva, 10,000 haddock, 2000 cod, 8000 hake.
- Sch. Azorean, 9000 haddock, 400 cod, 500 hake, 500 cusk.
- Haddock, \$3.50 to \$4.25 per cwt.; large cod, \$4 to \$4.50; market cod, \$3 to \$4; hake, \$1.50 to \$3.60; pollock, \$2.50 to \$3; cusk, \$1.50.

## The Bay of Islands Herring Price.

The Bay of Islands, N. F., Western Star, says:

"The Gloucester Times stated re- cently that our fishermen had made a great mistake in raising the price of herring from \$1.25 to \$1.50 per bar- rel, intimating that their action would result in driving from these waters the American fishing vessels. We have interviewed several of the cap- tains here in regard to the matter and we find that they do not share the fears expressed by the Times. They stated that the consumer would have to pay the difference in price and even if herring were \$2 per barrel it would not decrease to any extent the number of American vessels fishing here."

The Star also says:

"The Bonne Bay fishermen have not as yet fallen into line with those of Bay of Islands in adopting the \$1.50 to \$2 scale. Unless they do so our fishermen will not gain a great deal by the increase in price."

It is significant that thus far this season the bulk of the herring fleet home or on the way, have loaded at Bonne Bay.

## Grimsby Fish Man Inspecting T Wharf.

John D. Marsden, one of the promi- nent fish men of Grimsby, England, is at Boston for a few days stay, while there he will look into the T wharf methods of buying fresh fish and gen- eral conduct of the business and the fishery. Through the courtesy of F. F. Dimick, secretary of the Boston Fish Bureau, he is having every oppor- tunity to learn what is done and how it is done.

## Herring Plenty at Bay of Islands.

Letters from Bay of Islands, N. F., report herring still plenty there and at Bonne Bay. Schs. Oregon, Lizzie Griffin, Saladin and Blanche have ar- rived at the former place and schs. Alice R. Lawson and Lottie G. Mer- chant have arrived at Bonne Bay.

# GALE BOTHERED GILL NETTERS.

TORCHERS ONLY ABLE TO SECURE 40 BARRELS HERRING LAST NIGHT.

Arrivals are few at this port this morning. Sch. Senator Gardner is home from a dory handline codfishing trip with 140,000 pounds of salt cod and sch. Cynthia came down from Boston with 80,000 pounds of fresh codfish to split, the former fare going to the Gorton-Pew Fisheries Co., and the latter to Sylvanus Smith & Company, Inc.

The gill netters went out yesterday, but it blew so hard that some of them did not lift their nets at all while others lifted only a few, consequently their catch was small. With a chance to have lifted all they had set, another big day's work would have been recorded for them.

The torchers bucked against hard weather last night and brought over only 50 barrels of herring.

Two of the market boats, schs. Mary DeCosta and Ellen C. Burke, landed each 5000 pounds of fresh hake at the Fort this forenoon and sch. Hope landed 2500 weight of pollock.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator Gardner, dory handlining, 140,000 lbs. salt cod.

Sch. Cynthia, via Boston, 80,000 lbs. fresh cod.

Steamer Margaret D., gill netting, 3000 lbs. fresh fish.

Steamer Quoddy, gill netting, 1000 lbs. fresh fish.

Steamer Mindora, gill netting, 2000 lbs. fresh fish.

Steamer Prince Olaf, gill netting, 3000 lbs. fresh fish.

Sch. Hope, shore, 2500 lbs. pollock.

Sch. Mary DeCosta, shore, 5000 lbs. fresh fish.

Torchers, 50 bbls. fresh herring.

Sch. Elizabeth W. Nunan, via Boston.

Sch. Ellen C. Burke, shore, 5000 lbs. fresh fish.

Sch. Viking, shore.

## Vessels Sailed.

Sch. Valerie, haddocking.

Sch. Annie M. Parker, Newfoundland herring trip.

Br. sch. Gertrude, Boston.

Sch. Massachusetts, Newfoundland herring trip.

## TODAY'S FISH MARKET.

### Salt Fish.

Salt mackerel, \$30 per bbl. for large and \$19.75 for small.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for shappers.

Handling Georges codfish, large \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large \$5.50, medium, \$4.75.

Haddock \$1.75.

Pollock \$1.75.

Cusk, large \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.75.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Salt whiting \$2 per bbl.

Fetched halibut 9c per lb.

Halibut fins, \$18 per bbl.

### Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.

Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk 60c.

Hake, \$1.15.

Dressed pollock 90c, round 80c.

Bank halibut, 14c per lb., for white and 11c for gray.

Fresh mackerel, large 24½c and 25c each.

### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Salt shore herring, \$1 per bbl.

Frozen squid, \$2.50 per bbl.

## HAMPERS NOVA SCOTIA TRADE.

Clark's Harbor Coast-Guard Favors Removal of License Fees.

The following editorial in the Clark's Harbor, N. S., Coast-Guard, will be of considerable interest here:

"There is a rumor that the new government as a result of the defeat of the reciprocity issue, will pass regulations of a more drastic nature affecting the rights of the American fishermen to our waters. And that in this connection the tonnage license on American fishing vessels will be increased.

"The Coast-Guard does not believe it a wise course to further hamper our South Shore trade by any increase in the tonnage license. Indeed, we believe that the tonnage tax, in so far as it applies to the purchase of supplies and outfits, is one decidedly against the business interests of the South Shore, and of Shelburne in particular.

"For instance, take the position of our boat industry in this connection. At present the American vessel has to pay from \$150 to \$200 before being allowed to buy our boats. Even with this heavy handicap some of the American vessels purchase their outfit of dories from our shops.

"Our dories do not cost as much as the American made boat, and are preferred by the American fishermen to those made in Gloucester or Boston. But the tonnage tax prevents our boat builders doing business with American vessels. This may be good business, but the Coast-Guard, after wide inquiry, cannot find one man engaged in fishing or boat building, who believes that it is good business.

"But, it is argued, these regulations are made for the protection of our fishermen. But the purchase of dories and supplies does not effect our fishermen so long as the three-mile limit regulation is enforced.

"Here in Shelburne we are situated to do a large and profitable business with the American fishermen, and yet an absurd regulation prevents that business being done.

"We hold strongly for the protection of our own fishermen, and for the conservation of our fisheries. But in this matter, where the purchase of dories and other supplies does not affect that protection, we fail to see the sagacity that cuts out trade in one direction, while spending much money or develop trade in another direction.

"The right to purchase bait is another story."

## Mammoth Lobsters.

A tabulated list of 14 of the biggest specimens lobsters ever captured on the Atlantic Coast—of which authentic weights and measurements have been preserved—puts the biggest of them all at 34 pounds and exactly 23 3-4 inches from nose to tail. It was taken off the Atlantic Highlands, New Jersey, in 1897, and was sent to the New York Aquarium, where it survived only a few days. Though defunct, it was carefully preserved and may now be seen at the American Museum of Natural History, in Manhattan. Measured with its great claws stretched to the fullest extent in front of its head, it is nearly four feet long.

## Portland Fish Notes.

Hardly a pound of fish was landed at Portland Wednesday, even the hardy boat fishermen not venturing out. About the only vessel of the fleet coming in was sch. Evelyn M. Thompson, she having about 8000 pounds of market fish on board, but the skipper did not land them and after taking on bait started out again.

It is the general conclusion that the herring have gone for good from Cape Porpoise and the steamers Pet, Elthier and E. N. Brown, which have been fishing in that neighborhood for several weeks, have given up the search.

## Sch. Washakie Ashore and Floated.

The Boston fishing schooner Washakie, one of the several knockabouts running into T wharf, grounded on the lower middle, inside of Bug Light while entering Boston harbor late Wednesday on her way in from the fishing grounds. The accident was caused by the vessel standing in too far shoreward. At high water yesterday morning she was floated by the tugs Mary Arnold and Betsy Ross after considerable trouble because of the vessel's position. The Washakie leaked slightly after being floated. After discharging her fish she hauled over to East Boston to be placed on the marine railway for examination.

## GIVEN GOOD SENDOFF.

Captain of Sch. Athena Expects to Beat Sch. Victor and Ethan.

A rousing farewell was given at T wharf, Boston, yesterday to Capt. Edward Brewer and his crew of 11 men as they backed the schooner Athena out of the dock and started down the harbor on a cruise to Seattle, Wash.

The schooner will enter the halibut trade of the western city. She is provisioned for a five months' trip, although it is not expected it will take so long.

"We don't expect to make a single port between Boston and Seattle," said Capt. Brewer, as he stood ready to give the order to cast off. "We have plenty of food below, and are going to swing right out around South America to the straits of Magellan, and then up the west coast of South America to Seattle.

"Out there we are going to go into the fishing industry just as sch. Victor and Ethan, that sailed last week, will do. And we are going to beat them to Seattle. Capt. Lathigee and his crew have a week's start of us, but I figure this westerly wind will last for at least four days, and that should carry us fully 800 miles on our way. If we don't beat Lathigee to the straits, we will overhaul him on the trip up the west coast."

## TWO MORE VESSELS SOLD.

Schs. Joseph H. Cromwell and Gladys & Sabra Will Go to Cuba.

The sale of two more T wharf fishing vessels was announced yesterday, and with the sailing of these boats in a few days the fishing fleet running to Boston has lost four fine crafts. Schs. Joseph H. Cromwell and the Gladys and Sabra have been purchased by a Cuban syndicate and will be used in the snapper fisheries in the Gulf of Mexico. Manuel Dues is the head of the syndicate and he closed the deal for the two schooners.

## WEIGHED OFF 264,000 POUNDS.

Sch. Premier Landed Second Large Bank Codfishing Trip.

Sch. Premier, Capt. William Morrissey, weighed off 264,000 pounds of salt cod, as the result of her second salt bank codfishing trip of the season, making the fine stock of \$11,937. On his first trip, Capt. Morrissey also brought a big fare, so his season's stock is a large one and in keeping with the fine record he has made since first taking command a few years ago.

## Fishing Facts and Fancies.

The Culebia, the newest fishing smack of the Warren Fish Co., or Pensacola, Fla., was launched recently.

The fishing smack Clara M. Littlefield, formerly of Rockport, owned by E. E. Saunders & Co., of Pensacola, Fla., after being three months on the marine ways there has been returned to the water, practically a new craft. She will not commence fishing for about three weeks.

The Lunenburg Fish Co., Ltd., has been incorporated under the Nova Scotia Companies Act. This enterprise has been made possible through the efforts of William Duff, of Lunenburg, who has always taken a great interest in the place, especially everything relating to the fishing industry.

While sch. John M. Keen, of Pensacola, formerly of Boston, was leaving the marine ways on Friday last, the blocking one side slipped causing the vessel to fall heaving to the ground. One side was stove in and a number of timbers broken. Repairs will have to be made before the vessel can put to sea.

A dozen men recently caught and killed a giant shark which Wednesday devoured Jules Antoine, of Pensacola, Fla. Crews of several ships saw the shark grab the body of the old man when he fell overboard. A general shark hunt followed. When the fish was cut open, says a special dispatch, almost the entire body of Antoine was found inside, including the head, trunk, parts of the legs and pieces of clothing.

Twenty-one Japanese fishermen were arrested recently at Ketchikan, Alaska, by agents of the United States Fisheries Bureau on a charge of illegally fishing in Alaskan waters. The Japanese were placed in jail and their boats and gear seized. The arrests are the outcome of mass meetings of Alaska fishermen at which protests were made against alien fishermen being permitted to work in Alaskan waters.

The whaling stations of the Canadian Northern Pacific Fisheries Co. have been closed down for the season, only the one at Naden harbor is still in operation. The total catch for the season exceeds 1500 whales. Included in the total were 30 sperms.

Since the whaling stations in the vicinity have closed, nine dead whales have floated ashore on the beaches north of Grays Harbor, Wash. One of them was 80 feet long. Before the whaling station was established on Grays Harbor, says the Seattle Post Intelligencer, the floating ashore of one of the mammals was an event and excursions used to be run to the scene, but more than 15 have drifted in since April.

The steamer Spica sailed from St. John's, N. F., recently for Alicante and other ports in the Mediterranean. She took the largest shipment of codfish ever to leave that port, her cargo approximating 34,000 quintals.

The West Coast Fisheries Co., Vancouver, B. C., is establishing two herring plants in Barkley Sound, and reports that two drifters from England are to operate in the sound in connection with these plants.

Fresh fish landings at Halifax, N. S., last week were 237,000 pounds and about 10,000 to 11,000 count fresh mackerel were brought in. A few were from Canso, but mostly from Portuguese Cove, where large hauls were expected had seines been available in time.

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## Americans Pioneer Lobster Canneries.

Americans were the pioneer lobster cannery of the maritime provinces. They established canneries some 40 years ago in Nova Scotia and New Brunswick, and are operating today in all localities where this food fish exists in sufficient quantity to be of commercial value. They found a virgin fishery awaiting them, marketable jobs being then used to manure the fields. During 1908 there were operated in Canada 71 canneries by American firms and corporations.

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## Fishing Fleet Movements.

Sch. Lillian was at Canso, N. S., on Tuesday.

A number of Gloucester fishing vessels were at North Sydney, C. B., on Monday, for bait and supplies.

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## Fitting for Georges Handlining.

Sch. Wm. H. Moody is fitting for Georges handlining under command of Capt. Jack Lord.

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## Portuguese Fisherman Quit for the Season.

Practically all the Portuguese fishermen, who acknowledge Provincetown as their hailing port have given up deep sea fishing for the present. The vessels are hauled up down along the Cape, and the crews are shooting in and out in small power dories when the weather allows. This cuts the size of the T wharf fleet down quite a bit.

## Fishermen Had Narrow Escape.

Ernest Goodick and Atwood Goodick, two Sandy Point, N. S., fishermen, well known here, had a very narrow escape with their lives recently while hauling their nets.

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## Age of Lobsters.

It is believed that a lobster may live 50 years or more. The male is bigger than the female, and the very large ones are all old males. These giants, occasionally caught, are the lucky individuals who, through sheer good fortune, have escaped capture for an extraordinary length of time. The fishery, however, has been carried on by such intensive methods—the sea-bottom being raked as if with a fine-tooth comb—that very few lobsters have been able within recent years to survive for any extended period. Consequently large ones are seldom seen nowadays.